

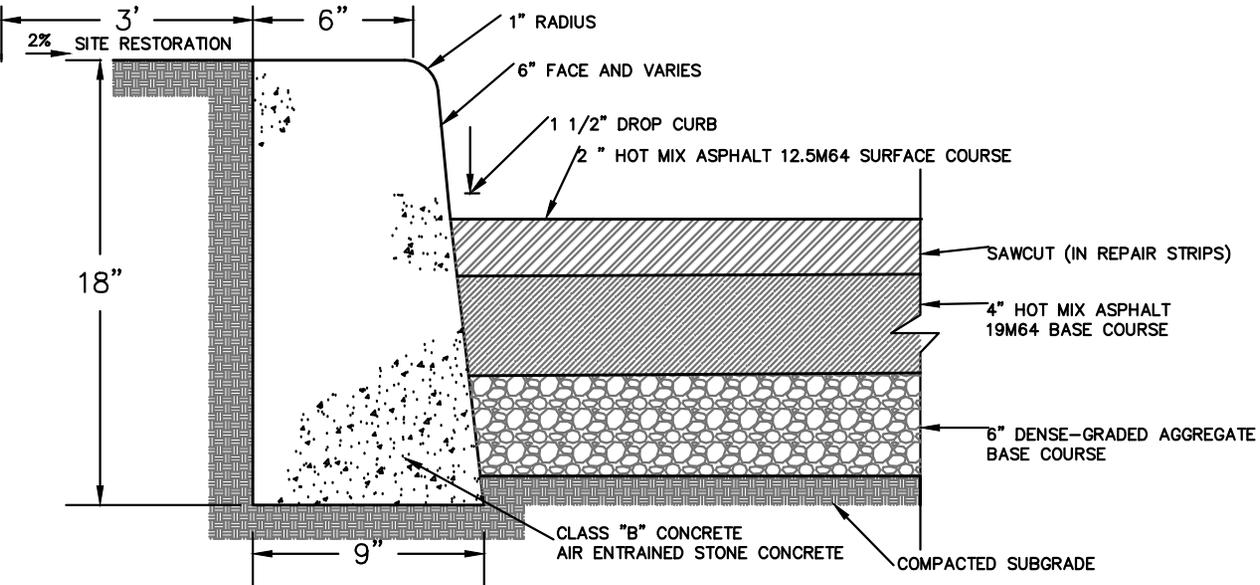
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NO.	DATE	COMMENTS

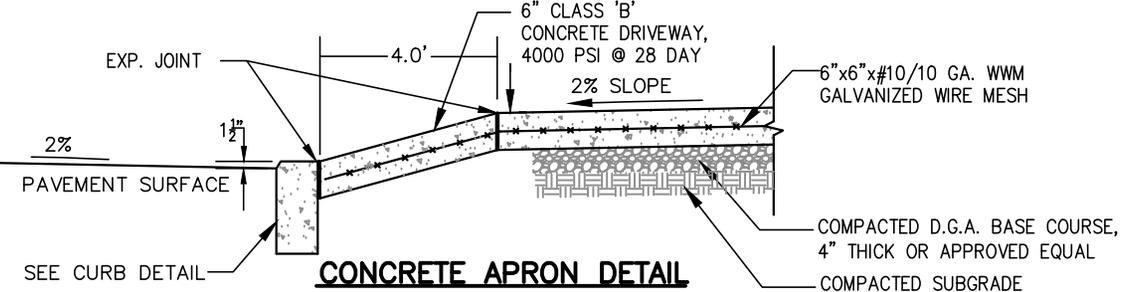
PLANS PREPARED FOR:  
 TOWNSHIP OF TEANECK  
 BERGEN COUNTY  
 N.J.  
 TYPICAL CONCRETE CURB AND DEPRESSED CONC. CURB DETAILS

**FARAH GILANI, P.E.**  
 LICENSED PROFESSIONAL ENGINEER  
 STATE OF NEW JERSEY LICENSE No. 4878400

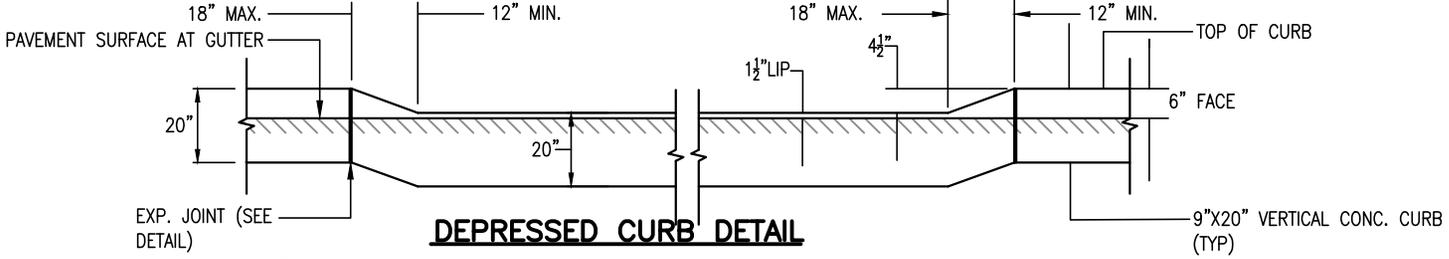
DATE: \_\_\_\_\_  
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 of 1



**CONCRETE CURB DETAIL**



**CONCRETE APRON DETAIL**



**DEPRESSED CURB DETAIL**

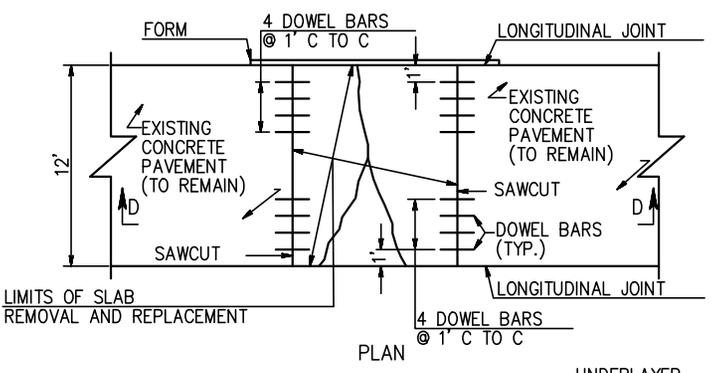
- NOTES:
1. DOUBLE DRIVEWAY-EXPANSION JOINTS SHALL BE CONSTRUCTED AS DETERMINED BY THE ENGINEER. SINGLE DRIVEWAY-BLIND 1/2" DEEP SURFACE GROOVE.
  2. SUBGRADE IS TO BE COMPACTED IN A MANNER SUITABLE TO THE ENGINEER.
  3. EXPANSION JOINTS ARE TO BE 1/2" WIDE AND FILLED WITH PREFORMED HOT MIX ASPHALT TYPE JOINT FILLER. THE TOP OF ALL JOINT FILLER SHALL BE 1/4" BELOW THE TOP OF THE SURFACE.
  4. BLIND JOINTS ARE TO BE SURFACE GROOVE CUT INTO SIDEWALK 1/2" DEEP.
  5. ALL CONCRETE SURFACES SHALL BE TREATED WITH A CONCRETE CURING AND SEALING COMPOUND.

**DEPRESSED CONCRETE CURB AND CONCRETE DRIVEWAY  
 REINFORCED 6' THICK**

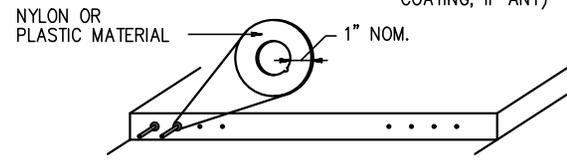
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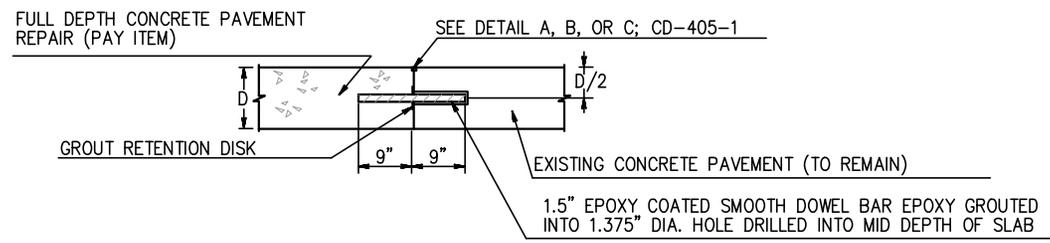
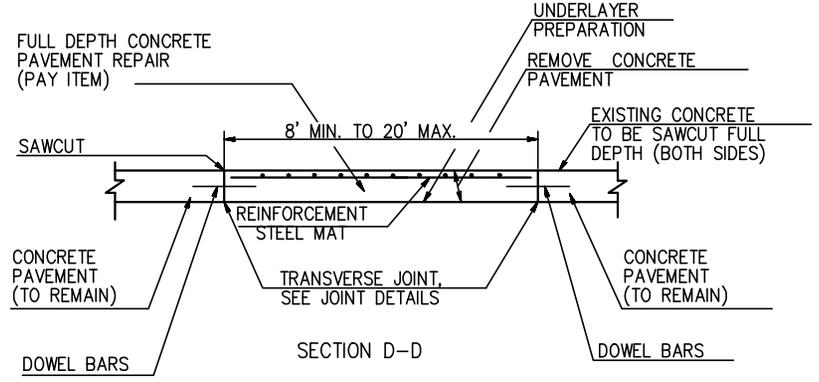
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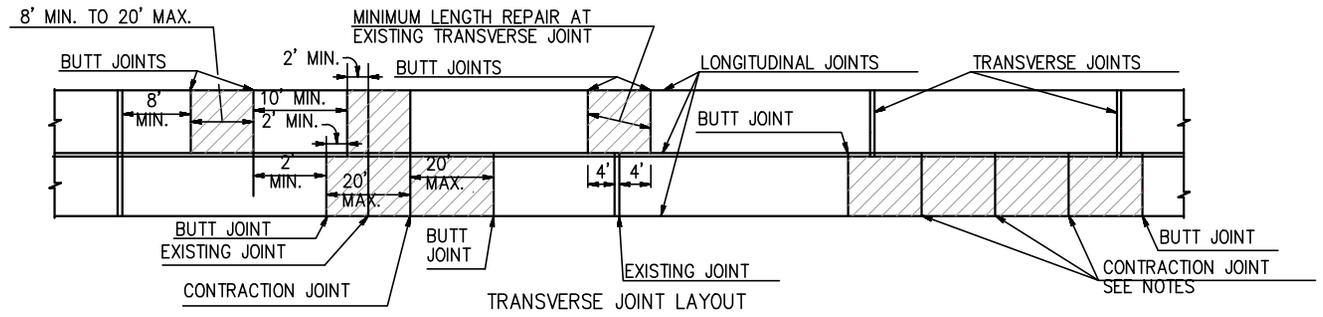
D=DOWEL DIA.  
 (INCLUDING PROTECTIVE COATING, IF ANY)



- NOTES:
1. SAWCUTS SHALL BE MADE PERPENDICULAR TO BASELINE.
  2. INITIAL SAWCUT IS NOT REQUIRED FOR BUTT JOINTS.
  3. A MINIMUM OF 3" CONCRETE COVER IS REQUIRED OVER REINFORCEMENT STEEL MAT.
  4. SPACE CONTRACTION JOINTS AND CONTRACTION/BUTT JOINTS EQUIDISTANT AND NOT MORE THAN 20' APART.



**BUTT JOINT DETAIL**



**FULL DEPTH CONCRETE PAVEMENT REPAIR**

N.T.S.

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FULL DEPTH CONCRETE PAVEMENT REPAIR DETAIL

FARAH GILANI, P.E.  
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 STATE OF NEW JERSEY LICENSE No. 4876400

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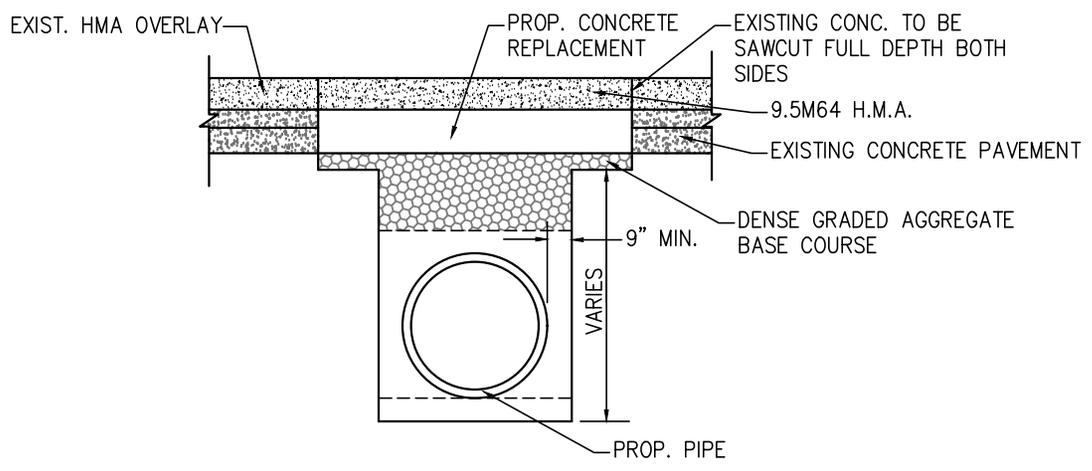
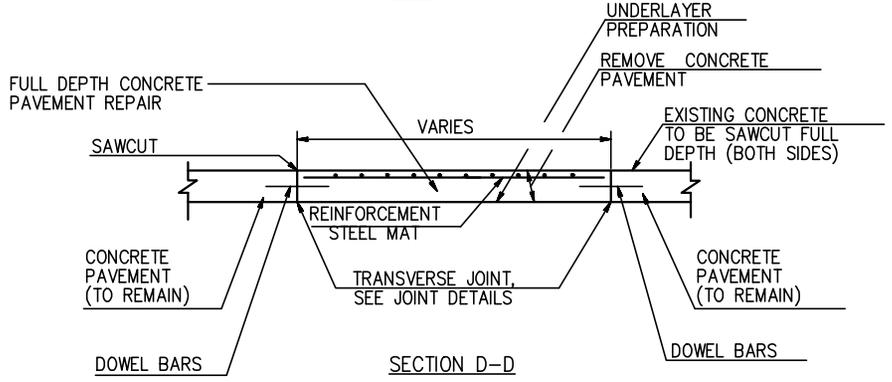
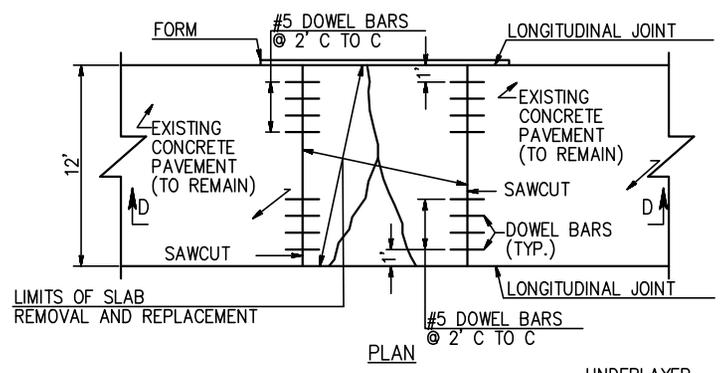
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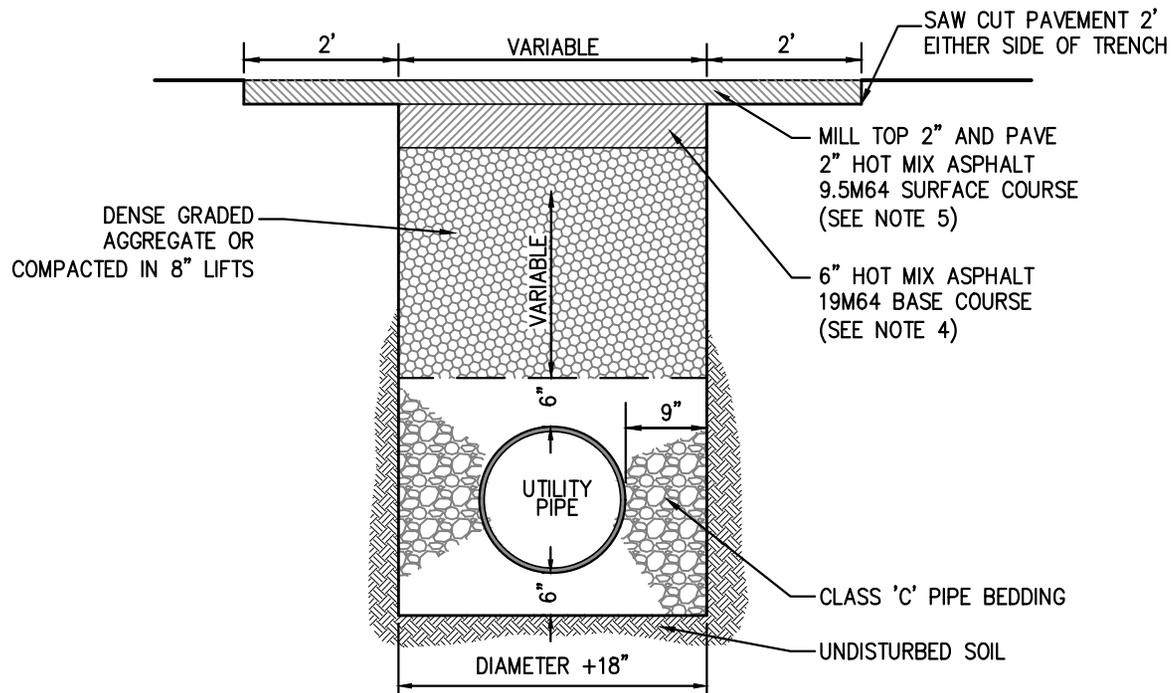
TRENCH DETAIL  
 FOR CONCRETE  
 ROAD

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**TRENCH DETAIL FOR CONCRETE ROAD**  
 N.T.S.



**NOTES:**

1. EXISTING PAVEMENT WILL BE SAW CUT PRIOR TO REMOVAL.
2. MATERIAL AND INSTALLATION OF PAVEMENT WILL BE IN ACCORDANCE WITH NJDOT SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.
3. THE CONTRACTOR SHALL CONSTRUCT STABILIZED BASE COURSE AT THE END OF WORK DAY AND RE-OPEN THE ROAD COMPLETELY FOR VEHICULAR TRAFFIC.
4. THE STABILIZED BASE COURSE WILL SERVE AS THE TEMPORARY RIDING SURFACE UNTIL THE FINAL PAVEMENT IS COMPLETED. THIS COURSE SHALL BE INSTALLED TO MATCH THE GRADE OF THE EXISTING PAVEMENT. CONTRACTOR SHALL MAINTAIN TEMPORARY RIDING SURFACE AND INSTALL ADDITIONAL STABILIZED BASE COURSE MATERIAL AS REQUIRED TO MAINTAIN A LEVEL RIDING SURFACE.
5. AFTER THE STABILIZED BASE COURSE HAS BEEN SUBJECTED TO SUFFICIENT LOAD (6 MONTHS MIN. AFTER THE COMPLETION OF STABILIZED BASE COURSE OR WHEN DIRECTED BY THE ENGINEER) THE STABILIZED BASE COURSE AND EXISTING PAVEMENT SHALL BE MILLED TO A DEPTH OF 2", AND FINAL SURFACE COURSE INSTALLED.
6. EMULSIFIED ASPHALT TACK COAT SHALL BE APPLIED ON ALL MILLED SURFACES PRIOR TO THE CONSTRUCTION OF THE FINAL PAVEMENT COURSE.
7. ALL DISTURBED STRIPING IS TO BE REPLACED IN KIND WITH LONG LIFE THERMOPLASTIC STRIPING.
8. SURFACE COURSE SHALL EXTEND 2' BEYOND THE EDGE OF TRENCH ON EACH SIDE. WHERE THE DISTANCE FROM THE EDGE OF TRENCH TO EXISTING CURB OR EDGE OF PAVEMENT IS LESS THAN 4' SURFACE COURSE SHALL EXTEND TO THE CURB OR PAVEMENT EDGE.

**TYPICAL TRENCH DETAIL FOR ASPHALT ROADWAY**

N.T.S.

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 FOR ASPHALT  
 ROADWAY

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